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INFORMATION REPORT

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SUPJECT

Road Conditions in the Caucasus

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SUPPLEMENT TO REPORT NO

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- The road from Nevinnemysk (4438N, 4157E) to Armavir (4500N, 4108E) has a sand and gravel surface with ditches running along each side. The road is 5 to 6 meders wide along its entire length of 95 km. It is in good condition, well-maintained, and passable in all seasons. The one bridge on the route is located 12 km west of Nevinnomysk and spans the Kuban miver. The road runs parallel to the Pyatigorsk-Rostov railroad line, at a distance of 200 to 5000 meters from the tracks, and crosses these tracks at one point.
- 2 The road from Linefalaye Vody (4412N, 4308E) to Voroshilovsk (4503N, 4158E) has a sand and gravel surface and varies in width from 3 to 6 meters. At the given distances from Mineralnye Vody, the road passes through the following villages: Rastashchi, 12 km; Soblinskove, 34 km; Aleksandrovskoye, 70 km; Marinskaya, 135 km; At a point 3 to 4 km South of Rastashchi there is a steep stretch passable only to one-way traffic. Beyond Aleksandrovskoye there is another oneway section of road. The entire road is in poor condition, badly maintained, and impassable in winter.
- 3. The read from Georgievsk (4409N, 4328E) to Budennovsk (4446N, 4412E) has a sind and gravel surface and is open to two-way traffic along its entire length. At the given distances from Georgievsk, the road passes through the following viliages: Soldatsko-aleksandrovskoye, 25 km; Vorontsovo-aleksandrovskoye, 52 km; Arkhangelskoye, 85 km; Přaskov va, 112 km. This road is in good condition and is well-maintained
- 4. The road from Voroshilovsk to Petrovskoye (4522N, 4252L) passes populated open country, including the villages of Bezopasnoye and Ternovka. This road is in good condition and is well-maintained. Two-way traffic is possible along the entire route.
- 5. The road from Mozdok (4345N, 4445E) to Dzaudzhikaw (4300N, 4440E) has a sand and gravel surface, is wide enough for two-way traffic, and crosses four or five small wooden bridges along the way. The road is in excellent condition and wellmeintained.
- 6. There is a short stretch of asphalt-surfaced roadway running from Beslan (4312N, 4430k) to Draugzhikan. It runs parallel to and just east of the railroad line to Pyatigorsk and is in excellent condition.

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- 7. The road from Dzaudzhikam to Tbilisi (4142N, 4445E) has a sandy surface and is 5 to 6 meters wide. It is a mountainous and extremely dangerous road. Repair stations for autos are found every 50 to 70 kilometers along the way. Each winter the road is closed for 3 to 5 months because of snow.
- The asphalt road from Pyatigorsk (4401N, 4305E) to Nalchik (4329N, 4337E) passes over three important bridges and six or seven minor ones drew diagrams of some of these bridges.
  - Bridge at south exit of Pyatigorsk is of concrete and stone work construction, 60-70 meters long, 12 meters wide, attains a height of 3-12 meters, and has sidewalks on both sides 1-12 meters wide. It was built in 1947 to replace one destroyed by the Germans and is in good condition.
  - b. Bridge at southern edge of Baksan (4459N, 3425E) over the Baksan kiver is constructed of wood and masonry. It is old and in poor condition despite constant repairs. Vehicles over 5 tons are prohibited from the bridge and traffic is allowed in only one direction at a time, though the bridge is wide enough for two vehicles to pass.
  - 8 Bridge in Malka (4347N, 4319A) is located in the village, is of wooden construction, 35 meters long, and 5-6 meters wide. It is in poor condition.
  - d. Bridge located 15 km from Baksan crosses a stream 6-8 meters deep with high banks on each side. The bridge is located at the bottom of a steep slope, with a sharp turn coming in the road just before the bridge is reached. The bridge is made of stone and concrete, is 8-10 meters long, and is 4-5 meters wide.
- Sheep slopes cause some difficulty on the Pyatigersk Nalchik route. Thirteen kilometers from Pyatigersk is a rise of 50 to 60 degrees in a distance of 2-22 kilometers. This is a dangerous section in winter. Between Malka and Naghai Baksan (4230N, 4631E) is another steep grade, 30-35 degrees in a distance of 1-12 kilometers.
- 10. At old read runsfres Mineralnye Vody to Mevinnomysk, a distance of about 100 km. It is 6-6 m wide, in poor condition, and not maintained. It is unpaved and sennot be used during rainy periods. A new asphalt-surfaced read about 12 m wide running parallel to the railway line was completed in 1948.
- The route to Mevinnomyak from Pyatigorsk via Cherkessk (4414M, 4203E) is 146 km long. The gravel-surfaced road is 5-6 m wide and is in poor condition. In summer, vehicles travel beside the actual road and a second earth road has thus been formed parallel to the gravel road. Three major bridges are on this route. A mesonry bridge 32-35 m long, about 6 m wide, at a height of 3 m above a shallow river is found in the center of Suvorovskaya (4412M, 4240E). It is similar in construction to the bridge at Pyatigorsk sketched in attachment 1. A second bridge is over the Kuban River, 2-3 km west of Cherkesske. It is 60-50 m long, about 6 m wide, and is 12-13 m above the water. A sketch of this bridge is included in attachment 2. It has a 5-ton capacity and is in poor condition. A third bridge crossing the Kuban River at Belomechetskaya (4426M, 6157E) is 30-35 m long, 12-15 m high, and is similar in construction to the bridge at Cherkesske.
- 32. Between Pyatigorsk and Kislovodsk (4354M, 4242B), a distance of 48 km, is a gravel-surfaced road 6 m wide in excellent condition and regularly maintained, with drainage ditches on both sides. A masonry bridge over the Podkumok River is located 43 km from Pyatigorsk. The bridge is 60-70m long, 3.5-4 m wide, and 7-8m high. See sketch.
- 13. From Kinerslaye Vody to Prokhladneya (4345%, 4400E), about 133 km, a 5-6 m wide gravel-surfaced road is kept in reasonable condition all months of the year.

  A masonry bridge is located 1-12 km south of Georgievsk over the Podkumok River. The bridge is 100 m long, 5-6m wide, 5-6 m above the water level, and is similar in construction to the bridge on the Pyatigorsk-Kislovodsk road described in the preceding paragraph. Fording is possible on both sides of the bridge.
- 14. The road from Prokhladnaya to Kiplovodsk, a distance of 103 km, has a sand and gravel surface which is not maintained and is in poor condition. Near Kislovodsk the road runs through a mountainous area which is often impassable due to rain or snow.

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- The read from Neichik to Prokhladnaya is gravel—surfaced over its entire length of 60-65 km. It has a width of 6 m with drainage ditches on both sides and is maintained in excellent condition in all seasons. Three important bridges are found enroute. On the southern edge of Prokhladnaya is a bridge with a wooden dock supported by two masonry abutments. It is 4-5 m long, 3-4 m wide, and 4-5 m above a shallow river which can be forded. Four to five meters south of Prokhladnaya is another bridge of similar construction, 6-6 m long, 4-5 m wide, 3-4 m over a fordable stream. The third bridge, 16 km from Neichik, is of similar construction, 30-35 m long, 8-10 m high, and wide enough for double traffic. The river here cannot be forded.
- A gravel-surfaced road in excellent condition is found between Cherkessk and Mikoyan Shakhar (4346N, 4153E). The total distance is about 70 km and there are no traffic obstacles.
- Between Pyntigorsk and Georgievsk is a well-maintained, graval-surfaced road 5.6 m wide with drainage ditches along both sides of its 47 km length. At about 2.25 km north of Nezlobnaya (4607N, 4524E) the road passes the underground pipeline Grozni-Maikor. Five or six metal fuel tanks are located here about 500 m west of the road. The tanks are 12-15 m high and 10-15 m in dismeter. This is the supply point for oil going to factories and machines tractor stations in the whole Pyntigorsk area. The supply point is controlled from Vercahilovsk. A wooden bridge on this road is located 26 km from Pyntigorsk over the Podkumok River. The bridge is 10 m long, 5-6 m wide,

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